



# NATIONAL NEWS



**RL24 - It's YOUR kind of boat**

16TH NATIONAL CHAMPIONSHIPS, BLOW BY BLOW.

INVITATION RACE.

Light SE wind 5 - 10 kn.

Sasha picked the right side of the course on the 1st windward leg to open up a good lead at the 1st mark and held the advantage to the finish. 1st Sasha, 2nd Lowana V, 3rd F-Troop.

HEAT 1.

15 to 18 kn. N-E wind, choppy sea.

F-Troop, Lowana VI and Sasha gained a break on the rest of the fleet and had a close contest, with F-Troop finally getting away leaving Sasha and Lowana VI to stage a ding dong duel up the final beat, with Sasha just nosing out Lowana VI to be 2nd over the line. Surprise turned to jubilation on board Sasha when they got the finishing gun - both F-Troop and Lowana were disqualified for being premature starters. Lowana VI had in fact returned to re-start but unfortunately did not go back far enough and did not re-cross the line. Pegasus had also been recalled but did re-start correctly.

F-Troop did not acknowledge the re-call and paid the penalty although subsequently protested the race committee. The protest was dismissed leaving the official placings 1st Sasha, 2nd Pegasus, 3rd Wings.

HEAT 2.

20 to 35 kn. S-E to S wind, steep chop.

Exhilaration and Terror.

After the light morning breeze shifted 180° just before the start the race got underway in a pleasant 15-20 kn breeze. F-Troop led a closely bunched fleet at the 1st mark closely pressed by Wings, Sasha, and Lowana VI.

Sasha got through to 2nd on the reach and made the decision to drop the kite before the gybe to the next reach which looked to be a very shy one. No sooner were the first three yachts round the wing mark when a southerly buster broke loose (very rare for Lake Wellington). F-Troop carrying their spinnaker through the gybe were carried well off the course before they could get it down and back on track. Sasha, planes flat out and barely in control, surges to the lead with Wings, Lowana VI and Pegasus in a wall of spray behind. At this stage the wind had gusted to 35 kn and the committee were close to calling a halt when a (temporary) moderation saved(?) the day. In the slog to windward the stiff kevlar hulls come in to their own. F-Troop came right back into things and snatched the lead at the windward mark only to see Wings with a perfect gybe in the wild conditions take off on the run in front. Lowana VI also rounded well and put Sasha back to 4th with Pegasus revelling in the strong wind right up there. What a ride home !!

Sasha with crew working overtime surged through planing wildly to cross the shortened course finish, 18 seconds in front of Wings, from F-Troop, Lowana VI and Pegasus. 40 seconds separated the first four boats.

HEAT 3.

Wings and Sasha were recalled at the start in winds of 20-25 knots. At the 1st mark Pegasus had a good lead, revelling in the strong winds. Lowana VI, Wings, Sasha and F-Troop rounded in close company and after the 1st triangle had closed the gap a little on Pegasus. On the 2nd windward leg the wind freshened to around 30 knots and by the mark were gusting to 40 knots, before the OOD abandoned the race.

F-Troop had capsized but righted without assistance but Wings was less fortunate. A shroud parted resulting in a bent mast, torn mainsail and spinnaker. No one minded when the duty officer used his option to declare a lay day for Wednesday. Heat 3 to be resailed Saturday AM.

HEAT 4.

25 miles around Lake Wellington in a light S-W wind dropping out from 10 knots to zero.

A short beat to a windward mark at the start saw Sasha take the lead from F-Troop and Wings. Sasha opened up a handy lead on the two long spinnaker runs to the east end of the lake. Rounding the beacon for the 10 mile beat back saw Slippery when Wet in a good position with F-Troop and Wings. Everyone had differing ideas of which side of the wide lake would be favoured in the long haul home. Wings took the south side, Sasha led the other front runners up the

middle, and Pegasus, Bunyip and Splice took the North side. Well the wind did all sorts of funny things and the North side boats sailed up the lake on one tack, the middle lost all wind and bobbed around in a hole, Wings got completely buried on the south side. At the end of the long work home, Pegasus breezed through the easiest of winners after looking badly beaten after the reaches. Bunyip took 2nd and the other north sider, Splice was 4th. Slippery When Wet seemed to carry her own private wind down the center, passing stationary boats to revel in the very light stuff and take 3rd. Sasha came in a very poor 5th, F-Troop 6th and Wings a distant 12th.

#### HEAT 5.

Stiffer battens in Wings mainsail saw them very fast off the line in the 15 knot north easterly to lead well at the 1st Mark from Sasha and F.Troop. Wings sailed a perfect race for an untroubled win but Sasha and F-Troop had a great duel for the minor places with a close boat to boat encounter at the leeward mark with gybes, luffs and starboard calls all over the place. In the end Sasha got away to take 2nd and Lowana VI with a great last leg snatched 3rd place by  $\frac{1}{2}$  boat length from F-Troop right on the finish line.

#### HEAT 6.

A stiff 20 knot easterly set the scene for a brisk afternoon race. Sasha led at the 1st mark but Wings got through at the gybe mark. Despite some close tacking duels Wings held the lead to the finish. F-Troop turned the tables on Lowana VI to take 3rd with the Shannons 4th. This race was noted for the "football teams" lined up on RL gunwales, with many boats co-opting extra crews to be more comfortable in the heavy air - Radical Lady had 6 bods no less, perched in a row on the high side. (were we all getting a bit tired?).

#### HEAT 3. (re-sail)

Very similar conditions to the previous morning (Heat 5) with a touch less wind at about 12 knots N-E. The fleet were a little edgy, with our first general recall being signalled. F-Troop really meant business today however and showed her real form after the second start to lead all the way to a good win. Wings and Sasha staged a cat and mouse duel for the minor placings with only 1 point separating them after 5 heats. At the finish Sasha crossed 2nd with Wings only  $\frac{1}{2}$  minute behind, to make the progressive points score 2 points apart with one race to go. All crews at this stage were very weary with the resail and re-scheduled lay-day making the last half of the program very busy and very strenuous.

#### HEAT 7.

The championship was to be out of Wings and Sasha and a particularly long course in a fresh 18-20 knot easterly was to be a true test. Sasha started conservatively at the leeward end but in clear air. Wings came out poorly and was not looking good. These two were watching each other closely but there were some surprises at the 1st mark. Bumble Bee with a new "tactician" flew on the starboard side to round 1st from F-Troop, Bunyip and Slippery. Sasha rounded 5th with Wings closing, in 6th with Lowana VI. F-Troop planned to the lead in the early part of reach but Sasha and Wings had trouble breaking through. The two would-be champions then made critical and opposite decisions. Sasha bore away to try to break through to leeward - Wings went high to rely on superior boat handling to try to break through to windward. That was the boat race and effectively the title. Wings sailed brilliantly to hold off luffs from Bunyip and break through on the high side to then free off and plane hard to surge to the head by the gybe mark. Sasha on the other hand went fast early to gain clear air below the fleet but had to pinch up the mark, could not plane, and rounded in fourth. Wings covered everything in sight to retain the lead to the finish. The boys on Sasha tried everything but just failed by 15 seconds to catch F-Troop and the second place needed for the title. Lowana VI was a close fourth.

The racing was very exciting in mostly moderate to fresh breezes. One heat was sailed in very strong wind and the long race in light to drifting conditions. Courses were excellent with accurately angled reaching legs, true start lines and a full 12 nautical miles long. There was one protest which was dismissed.

Socially the regatta was outstanding. Nothing organised other than a low key welcome BBQ and a presentation dinner, but having everyone camped together at the club made for lots of togetherness. The bond of friendship among RL people who go to these regattas is very strong.

#### THE VICTORIAN CHAMPIONSHIP.

Sailed in conjunction with the Nationals the States were decided on the basis of dropping two of the seven heats sailed. On this scoring system Sasha made up the  $\frac{1}{4}$  point discrepancy and tied with Wings - a fitting outcome of some very close encounters.

Scores were	Wings	1,1,1,2,2,	6 $\frac{1}{4}$
	Sasha	1,1,1,2,2.	6 $\frac{1}{4}$
	Pegasus	1,2,4,4,4.	14 $\frac{3}{4}$
	Lowana VI	3,3,3,3,3	15
	Lowana V	4,5,6,4,4	23
	Bunyip	6,2,5,7,5	25
	Liason	6,5,5,6,6	28
	Splice	5,7,3,8,8	31
	Bumble Bee	7,7,9,6,7	36
	Streaker	8,8,10,8,9	43
	Anitra	9,9,11,11,11	51
	Solace	DNS,10,DNS,12,DNS	70

#### THE TOP BOATS.

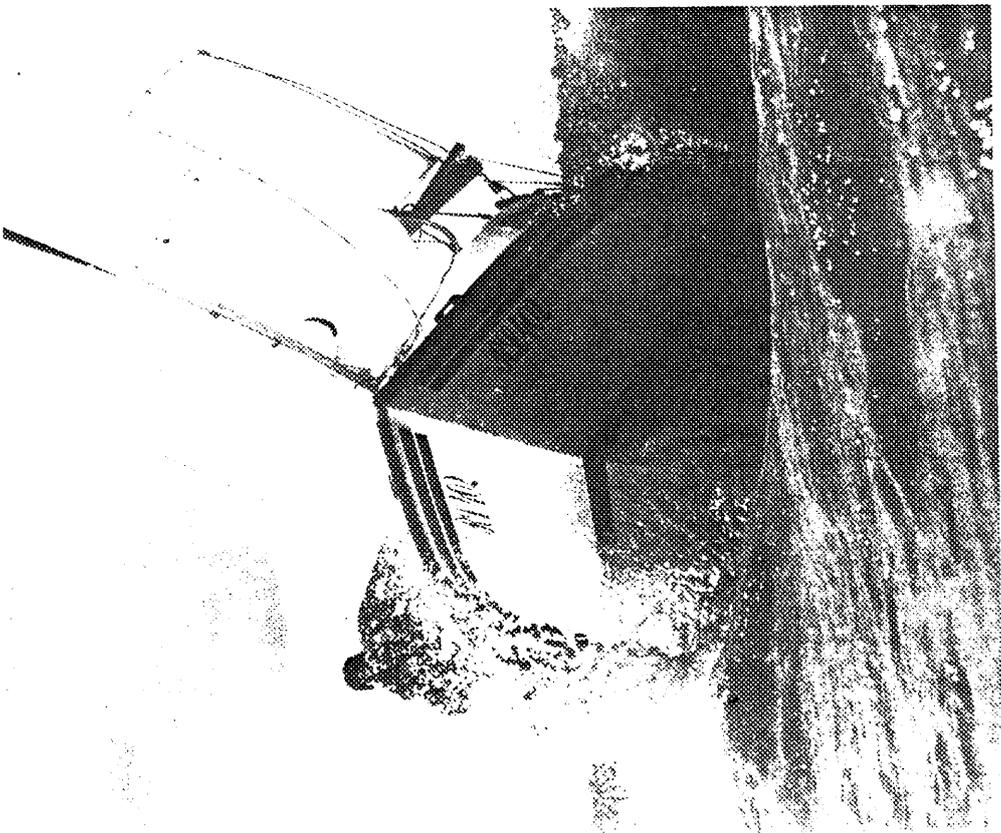
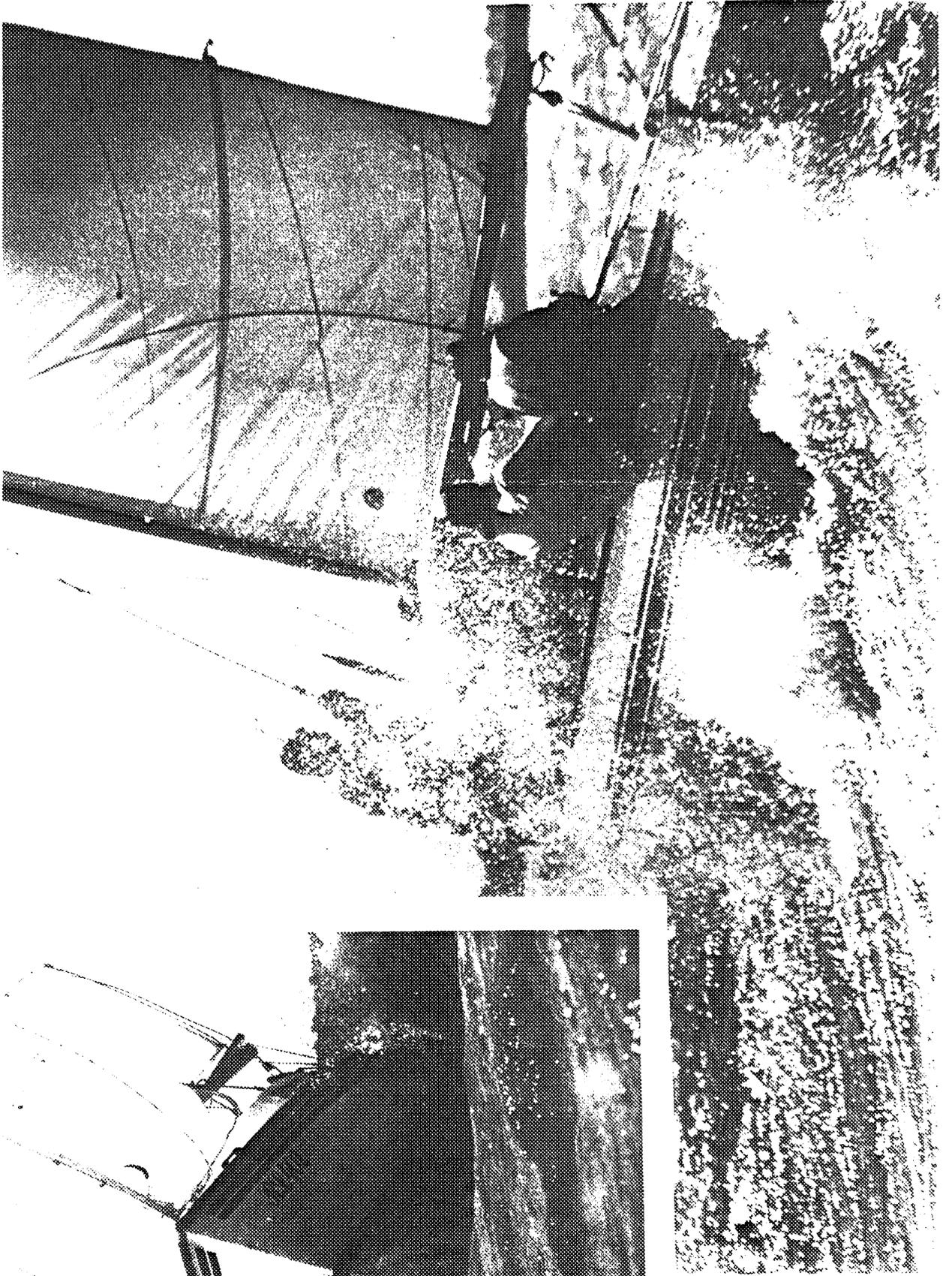
kevlar

- 1st WINGS. A minimum weight Mark VI/hull with the popular fully battened North rig and Peelgrane mast. Mainsail and spinnaker were "original" as used by Warren Walters in steering Wings to the 1987 championship. Jib was new for the series. Crewing for Craig Rainey were brother Ian, Simon Walsh and Peter Falla. A formidable group of young men who demonstrated excellent team work.
- 2nd SASHA. A 16 year old Mark I hull with the North rig / Peelgrane mast fitted in 1984. A home built drop keel was fitted (for a total all up cost of less than \$400). Crewing for Ken Hackett were 16 year old son Peter, John Reddig and Karl Holmes. Sasha won the National Title in 1979.
- 3rd F-TROOP. A Mark VI Kevlar hull with North rig and Peelgrane mast. A new jib was used for the series. A very well fitted out RL24 which won the title last year in Eden. Dave Parmenter had on board Charlie Mann from the Eden crew, Tim Sams from Warren Walters old crew, ex Wings, and John, a newcomer to RL sailing.
- 4th PEGASUS. A standard Mark I hull fitted with a home built drop keel. Pegasus used a very flexible Keeley mast with backstay and sails from Gale & Rimmington. Unusual feature is the sailboard type wishbone boom with the mainsail foot virtually sweeping the cabin top. This combination proved fast in the very strong stuff. A previous Nationals winner in 1986. Bruce Castles teamed with son James, Peter McKnight and John Wood.
- 5th LOWANA VI. Probably the first Kevlar hull. She is equipped with a mast through the cabin, stepped on the keelson. Sails are by Gale and Rimmington, with a new jib for the series. A very thoughtfully fitted out RL and a previous Victorian champion. Mike Shannon as usual was crewed by Shannon children, including 17 year old twins Gillian and James, Michael (alias Fred), Jennifer (the sewer hand).

These five boats were consistently placed in the top half of the fleet. It should be of interest to all RL owners that two of the five are old GRP hulls, inexpensively converted to drop keel configuration, campaigned on a low budget. As a result of performances here and last year at Eden, the RL Association has now decided to drop the "Exotic" division and consolidate class sailing into two distinct divisions :

Drop Keel, Div. 1  
Swing Keel, Div. 2

Photos opposite: Radical Lady Too returning home after the finish.  
Lowana V slogging through the chop.



ANNUAL GENERAL MEETING. 12.1.89

at Lake Wellington Yacht Club.

Meeting commenced at 7.35 PM.

ATTENDANCE:

Owners in attendance: Bruce Castles (chair) Ken Hackett (Sec) Craig Rainey (Treasurer). Ian Rainey, Kevin Troy, Brian Troy, Dave Parmenter, Mick Shannon, Ron McCrindle, Barry Aitken, Jack Lucas, Doug Laity, Lloyd Graham, Dick Armstrong, Ross Corben, Geoff Vaughan, Ken Griffiths, Rod Mellor.

Apology - Geoff Gronow.

Minutes of previous meeting : No minutes were available from the 1988 meeting held at Eden. Members present at Eden agreed that one significant motion passed at that time was that moved by M. Shannon, i.e. "That no craft shall be registered as a RL24 which has substantial modification to the deck unless such modifications have been approved by the RL24 Owners Association. This approval shall be sought prior to construction".

The Eden meeting also agreed that this clause should be part of the class rules effective from Feb 1st 1988 and that craft modified prior to that date are not affected.

Correspondence.

Inward :       from   LWYC re titles venue  
              "       Mike Stevens re bank A/c  
              "       Lloyd Graham re Melb. Boat Show  
              "       Scott Thompson - donation of \$180 for trophies  
              "       Westpac - sponsorship  
              "       Hervey Bay Sailing Club - RL24 handicaps  
              "       Westpac - invite to presentation function  
              "       Old RL24 Assoc. re 1990 Titles.  
              "       Jack Walsh re deck modifications

Outward :     to     Mike Stevens - bank A/c  
              "     Scott Thompson - sponsorship  
              "     Westpac - sponsorship  
              "     Scott Thompson - buoyancy  
              "     Hervey Bay S.C. - handicaps

Discussion

1. Meeting endorsed action re advice to Hervey Bay S.C. that RL24 handicaps should be based on two divisions using the Victorian Yachting Councils CBH figures of .657 for swing keel and .669 for dropkeel.
2. Meeting approved application by Jack Walsh to modify O Hau Rua by cutting out the two aft cockpit lockers and enclosing the space on either side of the motor well.

Treasurers Report.

The treasurer reported a balance of \$1549.40 at the end of December 1988. A current balance was not available due to a number of outstanding expenses still to be incurred on the 1989 titles. Fees for the financial year 1989/90 were recommended to increase to \$12 p.a. Moved Lucas/McCrindle - carried.

Business :

Four motions were notified to financial members on 6.12.88 and these were put to the meeting.

1. Re class rules amended to increase hull minimum weight.  
Moved Parmenter/Armstrong - Lost.
2. Re class rules amended to add a clause re total buoyancy to be a minimum volume of .55 cubic meters.  
Moved Castles/Hackett - Carried.
3. Re Constitution amended to provide for Life Membership.  
Moved Corben/Shannon - Carried.
4. Re nomination of Geoff and Arch Olney for Life Membership.  
Moved Corben/Shannon - Carried.

## GENERAL BUSINESS.

### 1. 1990 Nationals.

The Secretary was asked to contact S.A. members to see if there was a chance they could stage the regatta to keep the interstate rotation in order. If this does not seem likely then the Qld Association offer to be accepted for conducting the series at Noosa. It was suggested that Easter might be a more suitable time for the series if Qld is selected.

### 2. Committee for 1989.

The present committee of Bruce Castles, Ken Hackett, Craig Rainey was re-elected.

### 3. Discussion ensued re encouraging more entries in National Regattas. The following recommendations were agreed :

- (a) Eliminate "exotic" division and put more emphasis on two separate divisions for Drop Keels - Div. 1  
Swing Keels - Div 2  
with each division having its National champion and 2nd and 3rd place getters.
- (b) Host club to provide a number of club members to be available to crew for visiting RL's to reduce the problem of visitors bringing a full complement of crew.
- (c) More pre-series publicity, using media news items plus direct contact of members including phone calls to encourage participation.

Meeting closed 9.15 PM.

## THE COST.

Thanks to sponsorship from Rob Legg Yachts (\$180) and from Westpac (cash and goods to value of \$250), we came out square on the series. The costs and entry fees balanced out after providing \$95 to partly subsidise 19 teenagers at the presentation dinner. A further \$160 was provided for 8 guests at the dinner.

The Victorian Championships also ran a balanced book after paying  $\frac{1}{3}$  of the Yacht Club's fee.

While on the subject of costs, the Association bank balance stands at \$578 after all outgoings, including the titles to end of January.

## WHAT'S NEXT.

In Victoria there are two more big dates to remember for this sailing season.

1. The Rhyll Weekend. - February 25/26.  
The traditional annual association weekend at Phillip Island. This is a fun weekend - all Victorian owners should make it a MUST. Arrive at Rhyll Saturday morning (or Friday night) in time to rig for a 2.00 PM race. This is a friendly race, with family crews, competing for Olney's Gong.  
Saturday night is a BBQ at Shannon's house on the Rhyll cliffs. All meat and drink supplied - bring a plate of salad for the communal table.  
Sunday morning (late) we take off for a short sail to a beautiful quiet spot for a beach picnic - OR join in a more serious race with the Rhyll Y.C. who are racing with the Cowes and Newhaven fleets. You have the option. The caravan park is close to the launching ramp and they have on-site vans. Be in it. Ring Mike Shannon (03)8902122 if you want to know more.
2. Marlay Point Overnight Race. March 11/12.  
Between 20 and 30 RL's have competed for the last 10 years. We have won our division several times. It's an experience you will never forget.  
Ring Ken Hackett (051) 444346 for entry details - entries close Feb.17.

## STREET CAR JOINS LAKE WELLINGTON FLEET.

Bruce Castles is losing a crew but the LWYC fleet of RL's increases by one. John & Jan Wood have purchased the still immaculate Street Car (1981 National champion yacht). John is in Sale with the RAAF and has a background in Fireballs.

## ARE YOU BUOYANT?

The new class rule, effective from 1st February, 1989, requires that your RL24 shall be buoyant.

i.e. "Buoyancy in the form of sealed compartments or closed cell foam with a minimum volume of 0.55 cubic meters must be permanently built into the hull. The buoyancy must be approximately evenly distributed fore and aft and athwartships. Closed cell foam should not be used below bilge level".

PLEASE...check your hull.

It is in your own interest to be satisfied that if you do suffer the misfortune to be knocked flat and swamped that your boat will not sink, with you and your crew.

It is not easy to know when you have got a total of .55 cubic meters. It is a fair bet though that, unless extra buoyancy was added after manufacture, you will need more than you now have.

Best approach is to try to be conservative in your estimates of volume and add buoyancy wherever you can. Closed cell foam can be used in two pot liquid form and poured into all sorts of unused spaces. Try filling the gap in the gunwales above the quarter berths, the considerable space around the porta-potti, under the cockpit floor, under the quarter berths (aft ends), etc. Have a good critical look around and you will find lots of spots that can become buoyant volume. Sometimes you may need to cut holes for pouring the foam into, but these can readily be "made good" after the pour.

Get advice from your supplier about using the foam, there are a few tricks. Try a small experimental pour first. The quantity of this costly product can be kept down by first filling larger spaces with any styrene foam packing and then sealing it in with the closed cell foam.

## RL24 CONTINUES TO DOMINATE.

The Victorian yachting council are conducting the Trailable Yacht Championships for 88/89 over eight heats through the season.

As previously reported both Pegasus and Lowana V have had convincing wins in early heats. This month at Rye, on Port Phillip, Pegasus swept all before her winning the race outright and Lowana V finished second overall in the 20 mile Olympic triangle. Well done Bruce Castles, Barry Aitken and crews.

## FOR SALE.

RL24 Mark IV 1988 model.

Sailed only 3 times !!

Comes with trailer, 8 HP Mercury, 27 MHz radio, pulpit, life jackets, flares anchors.

\$17,950.

Ring Russell Holgate (03) 8419616.

## CLASS RULES - ADDENDUM.

Enclosed with this newsletter is an addendum which may be added to the copy of the class rules forwarded to you in December. i.e. clause 14, re buoyancy.

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## 14. BUOYANCY

Buoyancy in the form of sealed compartments or closed cell foam with a minimum volume of .55m<sup>3</sup> must be permanently built into the hull. The buoyancy must be approximately evenly distributed fore and aft, and athwartships. Closed cell foam should not be used below bilge level.

AN OPEN LETTER TO THE RL24 OWNERS ASSOCIATION OF AUSTRALIA.

Dear Member,

Despite the fact that Rob. Legg Yachts have built around 400 RL24's, the National Owners Association has only 56 members. This is our lowest strength ever, even though we sent Newsletters and invitations to renew membership to 180 known owners.

Why is this so?

There would seem to be many advantages in belonging to a class association. The more members an association has, the more financial it is and the better it can serve its members through newsletter etc.

Then of course, the strength and activity of an association has a big influence on the re-sale value of a yacht.

What are we doing wrong?. The current steering committee are keen and have been re-elected for the next 12 months. We would like to reverse the trend. You can help : let us know your thoughts and ideas,  
let us know what RL's are up to in your area,  
importantly, talk to RL owners in your area and urge them to join.

Meanwhile we are pretty parochial with  $\frac{36}{56}$  of our number in Victoria. Let us know what RL's are doing across the country.

In particular Genny Garrad in Queensland, Brian Troy in N.S.W. and Malcom Larsen-Smith in S.A. - what are your State Associations doing? We don't even know whether you are active or if you have State Champions !

To help this membership drive we have enclosed an application form - if 56 of us could pass on just one each to an interested owner we would have 100% growth.

Yours faithfully,



Ken Hackett.

Hon. Secretary.

RL24 OWNERS ASSOCIATION OF AUSTRALIA.

Membership Application / renewal.

OWNERS NAME : .....  
ADDRESS .....  
.....  
.....

YACHT NAME : .....

SAIL NO. ....

Are mainly interested in racing  
cruising  
both.

(Please tick)

Please forward with membership fee of \$12 to :

The Secretary,  
RL 24 Owners Association of Australia  
155 Foster Street. Sale 3850.

RL24 OWNERS ASSOCIATION OF AUSTRALIA.

Membership Application / renewal.

OWNERS NAME : .....  
ADDRESS .....  
.....  
.....

YACHT NAME : .....

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